

# Team Shaw better prepared after MARE



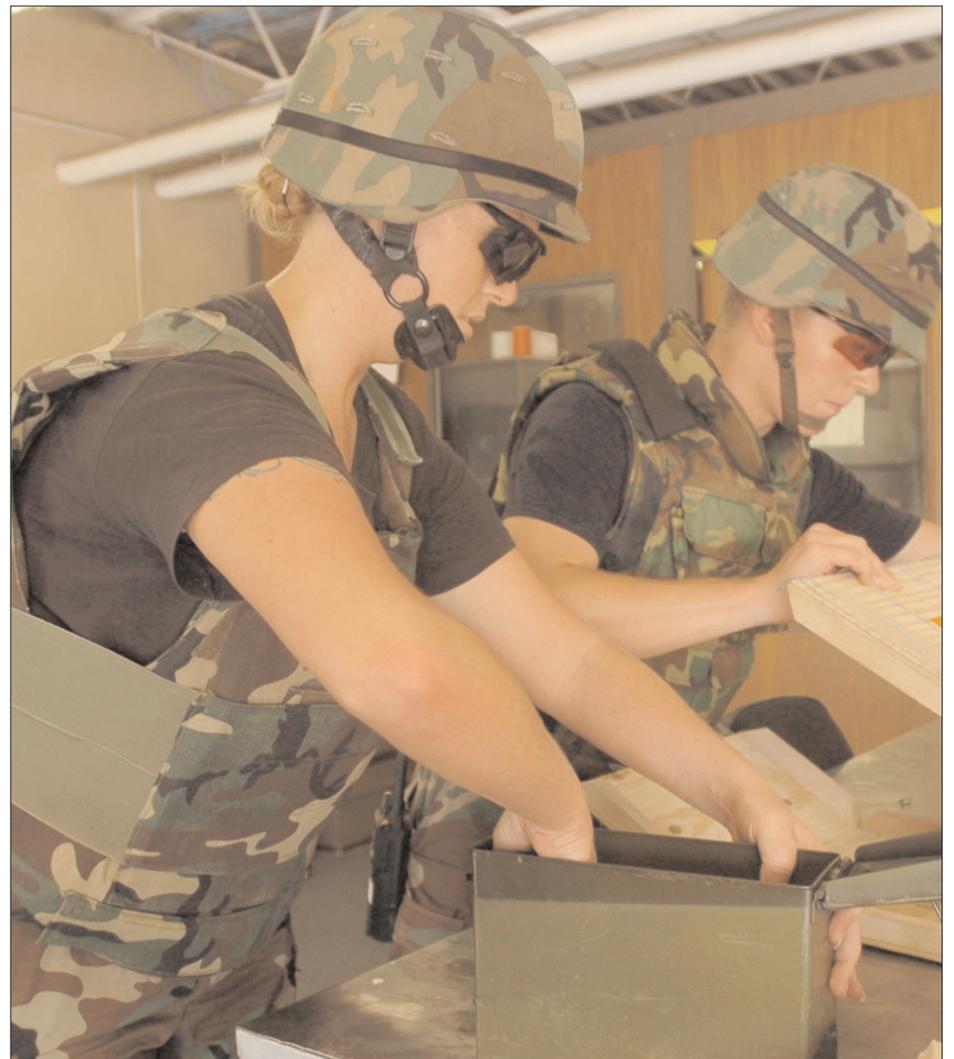
*Photos by Master Sgt. Paul Holcomb*

Above, 20th Civil Engineering Squadron firefighters responded to the scene of a major accident response exercise scenario at Shaw Aug. 3. Emergency response agencies on the base participated in scenarios involving smoke, unexploded ordnance, casualties, and infiltrators.

Right, Airman 1st Class Kenneth Garcia, 20th Civil Engineering Squadron fireman, played the role of a media representative taking unauthorized photos at the ammunition compound on base.



Above, Amn. Garcia was led away in handcuffs by 20th Security Forces Squadron members after getting caught taking unauthorized photos at the site of the simulated explosion.



Above, Staff Sgt. Vanessa Selover (left) and Airman 1st Class Dustin Koch (right), both 20th Civil Engineering Squadron explosive ordnance disposal technicians, ensured the scene of the MARE scenario in the ammunition compound was safe before allowing fire department personnel to enter.

# Pest control responsibility of Team Shaw

By Ms. Adriene M. Dicks  
Correspondent

Summer is the time of year when more crawling and flying pests try to come inside. It may be a person's first reaction to call an exterminator if they feel there is a problem, but on base, pest control is the responsibility of the Shaw residents and 20th Civil Engineer Squadron entomology flight.

Many pests are the responsibility of Shaw residents to get rid of in their homes and yards. They include fire ants, cockroaches, centipedes, crickets, earwigs, flies, silverfish, sow bugs, mice, nonvenomous spiders and any other flying or crawling insects that don't damage or destroy Air Force property. Building custodians have the same responsibility to the buildings to which they are assigned.

The supplies needed to keep Shaw's homes and buildings pest free are available through the self-help program. The self-help program will issue pesticides, mouse traps, fire ant bait and roach bait stations whenever necessary. For assistance, residents should call **895-3515** and building custodians should call **895-9698**.

Tech. Sgt. Tim Clepper, 20th CES NCO in charge of entomology, advises residents to avoid using chemicals whenever possible.

"If you see a bug, kill it with a fly swatter, bug spray or trap - whichever is appropriate," said Sgt. Clepper. "Chemical use should be a last resort, and, if kept in the house, pesticides should be kept under lock and key where children can't get to them."

Tech. Sgt. Joe Cook, 20th CES assistant NCO of entomology, said residents can do things to lessen their chances of seeing pests in and around their homes. He suggests good housekeeping and proper sanitation as a starting point.

"Shaw residents must take responsibility for their homes," said Sgt. Cook. "They can avoid pests by making sure there is no food source for bugs and rodents. Any holes or cracks pests could



Photo by Ms. Adriene M. Dicks

**Airman 1st Class Nathan Eads, pest management apprentice, backs out the flight's herbicide machine which is used to kill vegetation on fence lines and railroad tracks on base.**

enter through should also be filled."

Sgt. Clepper said by eliminating moisture in and around the home, Team Shaw can bring down the chances of infestation by termites and roaches. Termites can't live without moisture.

When using mulch for landscaping, Sgt. Cook advises residents to either use cedar mulch or keep pine mulch at least six inches from the home.

"Mulch provides refuge for all kinds of insects," said Sgt. Cook. "You have a greater chance of having pests in the home when there are places around the home for them to breed."

The entomology flight is responsible for applying all pesticides, including insecticides, herbicides, fungicides, and for capturing all nuisance animals such as beavers, raccoons, possums and alligators. The flight must treat for pests that are health hazards or cause any damage to Air Force property such as rats, bees, yellow jackets, termites, carpenter ants, wood-boring beetles and insects that attack lawns and trees planted by the base. Fleas and ticks not on animals are also controlled by base entomologists.

Other pests Team Shaw members may find it

difficult to get rid of are mosquitoes.

Fogging for mosquitoes used to be the only way to get rid of the biting pests. Today, the flight has moved on to larvaciding.

"Fogging kills the mosquitoes after the larva have already hatched," said Sgt. Clepper. "With mosquito larvaciding, the results are much better."

In larvaciding, large, cork-shaped briquettes are tossed into standing water. Sgt. Clepper said this larvacide is more effective than those used in the past because they last 150, instead of 30 days.

In addition to getting rid of pests that scurry, crawl or fly, entomology also removes vegetation from the fence lines and railroad tracks. However, Shaw residents are responsible for vegetation around their homes.

"Each resident is responsible for any vegetation from their front door to the middle of their street, which includes their driveway and the sidewalk," said Sgt. Clepper.

If Shaw residents have a pest problem that does fall under entomology's scope of responsibility, job orders may be placed to the 20th CES service call desk at **895-9655/9653**.

# Motorcycle safety can save Airmen

**By Staff Sgt. Russell Wicke**  
*355th Wing Public Affairs*

For anyone on two wheels, the asphalt offers no pardon for its hunger, and guardrails, lamp posts and four-wheeled vehicles do not forgive an impact.

Motorcycle accidents continue to rob the Air Force of its most precious resource – people.

“I saw an Airman with little riding experience snap his back over a guardrail during a motorcycle accident,” said Tech. Sgt. Donald Kuhlman, a 355th Wing ground safety technician. “Those of us riding with him cautioned him multiple times about his speed.”

The Airman lost his life because he did not heed advice offered by seasoned riders.

Sergeant Kuhlman is an avid motorcyclist with more than 24 years of two-wheel riding experience.

Tragically, Air Combat Command has already lost two Airmen to motorcycle mishaps this year. But even more

tragically, this year two families are without a son or brother, and two units have lost a crucial team member.

“One death is one too many,” said Col. Michael Spencer, 355th Wing commander.

Air Force leaders have made it clear motorcycle safety is a priority. The best way to do this is through proper education and experience, said Master Sgt. Brian Blangstead from the 355th Communications Squadron. He is vice president of the base’s Motorcycle Advisory Counsel and has nearly 30 years of riding experience.

“In many ways an experienced rider is less likely to be involved in an accident [on a motorcycle] than [in an] automobile,” he said. “A motorcycle will stop faster, accelerate quicker, needs less space to escape and is much more maneuverable than any car.”

Public roads with traffic and obstacles amplify the need for a safety mindset and proper garb. According to Sergeant Kuhlman, riding a motorcycle can be dangerous enough without the rider being careless.

“Visibility of the motorcycle to other drivers is a function of the rider’s skill, technique and the ability to make him or herself visible,” said Capt. Kevin Smoot, the 55th Electronic Combat Group executive officer and a motorcycle rider.

Bright clothing, reflective vests and proper lane positioning are critical to being seen; however, the lack of being seen by other motorists only presents a partial threat to motorcyclists. Hazards such as potholes, uneven pavement, sand, loose gravel, wind, rain and hail usually mean nothing more than a dented bumper for a car or truck. Those same hazards to a bike rider can embody death or paralysis.

According to Captain Smoot, these hazards can be disturbing to an educated rider, not to mention a careless rider.

“Peer pressure from undisciplined and reckless attitudes can lead us to ride dangerously,” said Captain Smoot.

“Defensive riding is a must. It is at this point the experienced and responsible rider is mindful of his or her limits.”



*Photo by Staff Sgt. Alicia Prakash*

**Tech. Sgt. Anthony D. Boulware, 609th Combat Operations Squadron, secures his helmet before taking a ride Wednesday.**

The Air Force is looking for such seasoned and responsible riders to be examples to novice riders.

“We need to be the interested and caring disciplinarians for our friends and fellow motorcycle riders when the limits are being pushed,” said Captain Smoot.

In other words, be prepared to call “knock-it-off” to a friend.

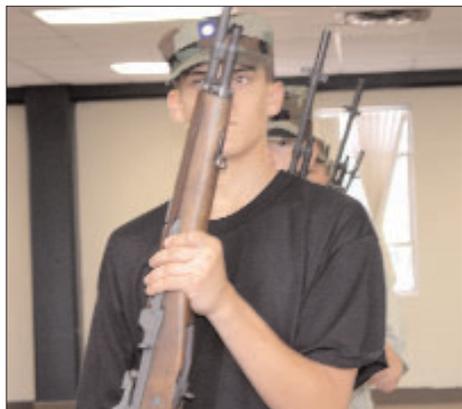
# Base Honor Guard trains S.C. CAP members

By Mrs. Judy Lewis  
20th Fighter Wing Public Affairs  
deputy chief

While most of Team Shaw was enjoying a weekend away from work, several Base Honor Guard members here volunteered their time to help "spit polish" a new South Carolina Civil Air Patrol program.

In a joint initiative between the S.C. CAP, the Base Honor Guard and the 20th Fighter Wing Public Affairs office, 20 members of the newly-formed S.C. CAP Honor Guard visited Shaw July 31 and Aug. 1 to polish their skills and enhance their knowledge of basic funeral honors, pall bearer duties and appropriate flag-folding methods.

According to 1st Lt. Steve Revis, CAP Honor Guard officer in charge, there is a national CAP program for honor guards; however, South Carolina did not have one until a unit was



The CAP Honor Guard's rifle flight trains at Shaw.

formed in November 2003. Members have been honing skills since.

"The training we received this weekend has been far beyond our highest expectations," Lt. Revis said. "The Shaw Honor Guard members are professional and superb."

Tech. Sgt. Christopher Benjamin, Base Honor Guard flight chief, said, "The cadets are hard-working and quick learners."

"I've been impressed with their work ethic and desire to learn," he added as he watched cadets step into place beside a flag-draped coffin. While keeping a sharp eye on the practice, Sgt. Benjamin prepared a video for the team to take with them. The video will aid in further training as the cadets continue to practice.

Mr. Jim and Mrs. Christine Todd, CAP chaperones from Hilton Head, S.C., expressed their appreciation to Team Shaw for hosting the group and for the honor guard members who set such a positive and motivating example.

The S.C. CAP Honor Guard is comprised of two flights, a training flight and rifle flight. Members begin in the training flight and with experience, may audition for the rifle flight. Team members range in age from 12 through adult.

According to Lt. Revis, the CAP team intends to train to the highest standards in order to enter national competitions with other CAP honor guards. In addition, they plan to participate in school drug-prevention



Photos by Mrs. Judy Lewis

Senior Airman Armond Acree, Base Honor Guard member, teaches S.C. CAP honor guardsmen proper flag-folding techniques.

programs in the hopes of making a difference in their communities.

Plans to make the weekend training at Shaw an annual event are being discussed with the goal of adding more luster to the team.

The CAP is a non-profit auxiliary of the U.S. Air Force with more than 64,000 cadets. Although the CAP program has traditionally been associated with search and rescue missions, and still flies 95% of all federal inland SAR missions as directed by the Air Force Rescue Coordination Center, its reach is more wide-spread. Disaster relief and communications, as well as counter-drug and homeland security missions, are additional duties of the CAP.

The CAP provides an environment

for developing leadership skills, and trains Americans through aviation and aerospace education. The S.C. CAP Honor Guard is just one facet by which members can develop skills while providing a service to their community.

"CAP Honor Guard is not something you go into just for fun. We are to present ourselves in public and at official ceremonies in a manner reflecting upon those who took their time and dedication to train us," said Cadet Master Sgt. Josie Wilkes, S.C. CAP Honor Guard training flight sergeant.

To contact the S.C. CAP Honor Guard, call Lt. Revis at (843) 238-4481 or e-mail [honorguardOIC@aol.com](mailto:honorguardOIC@aol.com). For more information about the CAP program, visit [www.cap.gov](http://www.cap.gov).

## Shaw's Top 3 say 'thanks' to Jr. enlisted



### Second year of success for Shaw celebration

Left, Shaw members play volleyball Aug. 6 during Jr. Enlisted Appreciation Day at Lake Wateree. The celebration, sponsored by Team Shaw's Top 3 Association, recognized the contributions technical sergeants and below make to the Air Force mission. The event included food, prizes, sporting events and free cabin rentals on the lake for the evening.

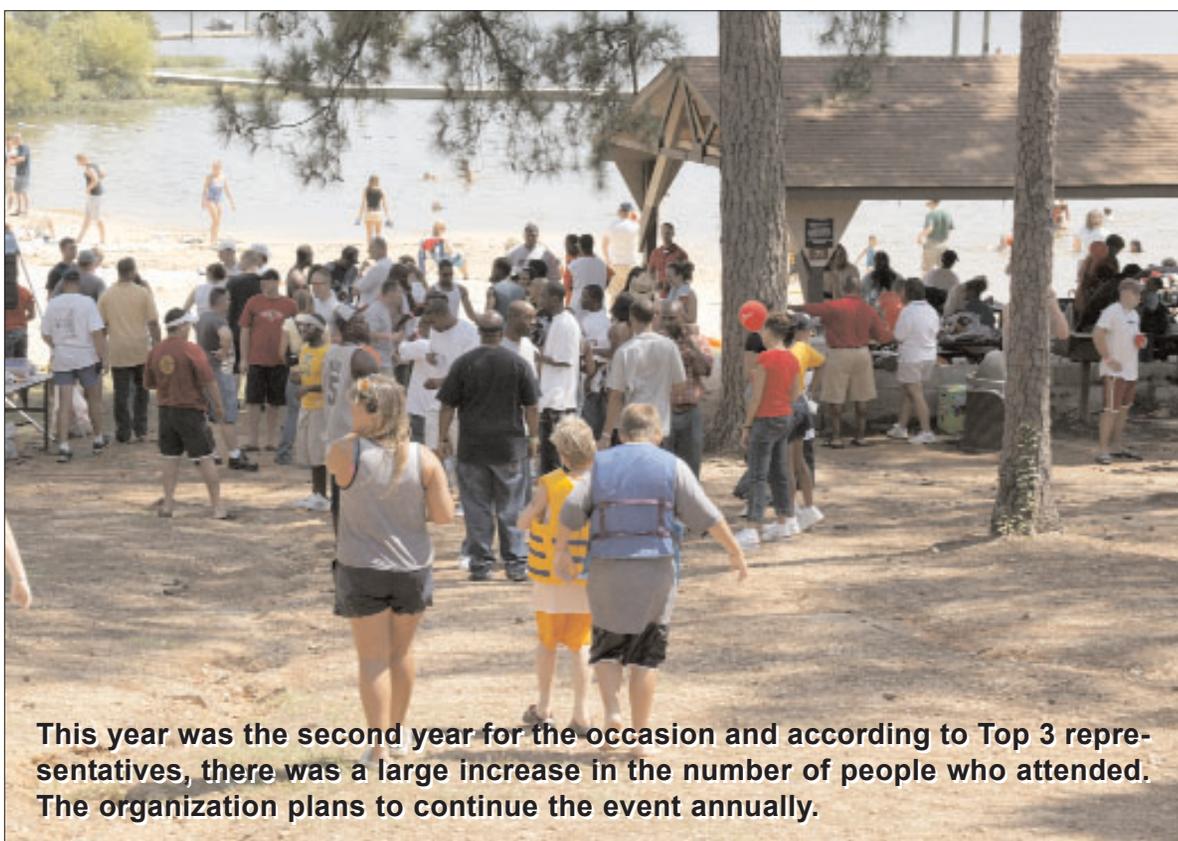
Below, Master Sgt. Anthony Brzezicki, 20th Fighter Wing Manpower and Organization, and other Top 3 representatives grilled and served food.



Photos by Airman 1st Class Susan Penning



Alex, son of Mrs. Christina and Staff Sgt. Emil Wodicka, 20th Mission Support Squadron, and other Shaw children stay entertained in an inflated bouncing castle.



This year was the second year for the occasion and according to Top 3 representatives, there was a large increase in the number of people who attended. The organization plans to continue the event annually.

## Teens head back to school with safe driving

By Staff Sgt. Damien Larche  
20th Security Forces Squadron

As it's time to head back to school, many drivers know they must be prepared to share the roads with school buses. What they may not realize is the roads will also be shared with teenage drivers, who may not be as cautious as more experienced drivers.

According to the National Center for Health Statistics, although teens account for 7% of the driving population, motor vehicle crashes are the leading cause of death for 15 to 20 year olds.

Many factors contribute to the cause of teen deaths in motor vehicles. Looking at the causes, it's not hard to see why teen accidents and death rates are higher than older drivers.

According to the National Highway Traffic Safety Administration, teen drivers are more likely than older drivers to cause their accidents.

Immaturity is a contributing factor to the high rate of auto crashes and deaths among teenagers. For instance, tailgating and not using safety belts are misjudgments teens make more than older drivers. The NHTS reports 79% of teen drivers wear their seat belts at all times.

Making matters worse, teens tend to drive smaller vehicles. Automobile crash and fatality statistics point to small vehicles not protecting passengers as well as mid-size or large vehicles in front-end crashes. Rounding out the problems teenagers face as new drivers is their lack of driving skill or experience. All these combined explain teenagers' alarming accident and fatality rates in motor vehicles.

Parents or guardians should ensure they train teenage drivers to be effective, cautious and responsible drivers. Some parents go as far as establishing a teen-driving safety contract. This allows the teenage driver to assume responsibility for their actions behind the wheel with their parents/guardians laying the ground rules for the teenage driver to abide by.

The NHTS also suggest parents have teen drivers gain experience before driving without adult supervision because most fatal teen crashes occur when teen passengers are in the vehicle. Two out of every three teens who die in car accidents were with a teen driver.

Tickets are another concern for parents of teenage drivers. Not only does the cost of the tick-

et impact parents and teenagers but it also increases insurance rates. At Shaw, civilians and military dependents violating traffic laws are issued a DD Form 1805, *United States District Court Violation Notice*. There is a fine associated with the citation, and it can be mailed in or in some instances the traffic violator may have to appear in front of the Judge Magistrate in Columbia, SC. Below is a list of statistics taken from [www.drivehomesafe.com](http://www.drivehomesafe.com) about teenage drivers:

- Automobile accidents are the leading cause of teen fatalities.
- 14% of all deaths due to motor vehicle accidents are teen drivers.
- Most teen driver deaths due to motor vehicle accidents occur on weekends 53% of the time
- Of teen drivers fatally injured in automobiles, more than 1/3 were speed related
- Teen drivers killed in motor vehicle accidents had a youth passenger in the vehicle 45% of the time
- More than any age group, teen drivers are more like to be involved in a single vehicle crash  
(Ms. Adriene M. Dicks contributed to this article.)